

**AMENDMENTS TO THE SPECIFICATION**

**Please replace the third paragraph on page 6 with the following amended paragraph:**

Moreover, ~~in case of~~ with the picking forklift truck, since the operator's seat lifts up and down together with the forks, the operator's seat is inclined if the forks are inclined by collision with the rack, which might ~~give rise to a possibility of falling~~ cause the operator to fall down from the operator's seat.

**Please replace the first paragraph on page 126 with the following amended paragraph:**

In addition, a limit switch (sensor) ~~44-914~~ for detecting the rotation of the fork 911 when the distal end 911a of the fork 911 rotates in a direction in which the distal end 911a is lifted up by a minute amount is provided at the lower portion of the operator's stand 912 at a position confronting to the proximal end portion 911b of each of the forks 911. In addition, a spring 915 is provided at a position adjacent to the limit switch for biasing the proximal end 911b of the fork 911 in a direction in which the proximal end 911b is lifted up to thereby bias the distal end 911a of the fork 911 in a downward direction which is opposite to the direction in which the proximal end is lifted up. This spring 915 is interposed between an upper end flange 916a of a coupling member 916 for coupling the fork 911 to the operator's stand 912 in a state in which the proximal end 911b of the fork 911 is allowed to move vertically by a predetermined amount and the operator's stand 912. In addition, a stopper 917 is provided on a lower side of the operator's stand 912 at a position in the vicinity of where the spring 915 is disposed for preventing the proximal end 911b of the fork 911 from being lifted up more than required.

**Please replace the second paragraph on page 127 with the following amended paragraph:**

Consequently, the failure of the rack or the cargo 950 is minimized by automatically stopping the lowering movement of the forks 911. In addition, in the event that the vehicle main body 904 ~~is run~~ runs with the forks 911 riding on the rack or the cargo 950, there ~~may be caused~~ is a risk of the rack or the cargo being damaged further, or the forks 911 abruptly dropping ~~immediately the forks 911 as they~~ are separated from the rack or the cargo 950, however, since the running movement itself is prohibited at the ~~sage~~ stage in which the forks 911 ride on the rack or the cargo 950, the aforesaid risk can be eliminated, and a safe operation results. In particular, in a forklift truck such as that according to this tenth embodiment of the invention in which the operator's stand 912 is provided on the lift bracket 910, since the abrupt drop of the operator's stand 912 can be prevented, the safety of the vehicle can ~~further be~~ further improved.

**Please replace the third paragraph on page 129 with the following amended paragraph:**

A construction for adjusting the biasing force of the spring 915 can take, for example, a construction illustrated in FIG. 36. Note that FIG. 36 is a schematic partial sectional view showing the construction of ~~the~~ part of the coupling member 916 in FIG. 34. In the construction illustrated in FIG. 36, an annular plate member 918 such as a washer is provided between the spring 915 and an upper end flange ~~46~~ 916a, and an adjusting bolt 919 is provided so as to be brought into abutment with the annular plate member 918, whereby a mounting gap for the spring 915 can be changed with the adjusting bolt 919. For example, the biasing force of the spring 915 can be strengthened by increasing the amount of thread screwed ~~amount of in~~ the

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adjusting bolt 919 to thereby move the annular plate member 918 axially downwardly of the coupling member 916 as viewed in FIG. 36. On the contrary, the biasing force of the spring 915 can be adjusted so as to be reduced by reducing the amount of thread screwed ~~amount of~~ in the adjusting bolt 919.